

President Harding May Aid Boosters in Getting Better Roads in America

Highway Officials Awaiting the Inaugural Address of the Newly Elected President With Eagerness; Road Congress to Open at Chicago

Washington—Motorists and advocates of good roads will await with interest the inaugural address of President-elect Harding which they hope will urge upon congress the enactment of a broad program of federal aid in highway construction. The president-elect on numerous occasions while a senator in congress expressed himself in hearty sympathy with federal aid in road-building activities.

Meanwhile the American Road Builders' association, which is to hold a nationwide good roads congress and national good roads show at Chicago Feb. 9 to 12, is getting ready to present an ambitious program to congress and will ask the support of President-elect Harding in putting it thru. Congress will be urged by the association to extend for five years the federal road-building program which by law terminates with the close of the present government fiscal year on June 30 next.

Congress will be asked by the association to provide additional funds for expenditure under the terms of existing legislation at the rate of at least \$100,000,000 for each of the five years beginning July 1, 1921. In the advocacy of this procedure the association will be in hearty accord with the attitude expressed by Secretary of Agriculture Meredith in his recent annual report. The association includes in its membership officials of the national government, states, counties, cities and townships in the United States and Canada, together with highway engineers and contractors and manufacturers of road building machinery, road materials and highway transportation equipment.

FIGURES NAMED
The enormous appropriations for highway work already made by states and municipalities—appropriations that total more than \$1,000,000,000.

According to the most reliable reports covering bond issues and direct levies for road building and road maintenance—presently, it is believed, an unprecedented volume of road building for 1921. The sum of \$271,000,000 devoted to bond issues or appropriated by eight states recently, added to the bond issues passed by eight other states since 1918, makes \$542,800,000 already available for road work in sixteen states.

Funds still available thru federal aid are placed at \$160,000,000 by officials of the bureau of public roads. In addition funds obtained from direct levies and other sources of state revenue and county issues are estimated to amount to \$296,200,000. The Chicago meeting will bring together from all parts of the country the men who will supervise the expenditure of these vast appropriations for a thorough discussion of their problems and an accurate estimate as to the future.

The convention promises to be one of the greatest in point of attendance and in results ever held in the history of the good roads movement. The governors of the several states and territories of this country and Canada as well as the mayors of 2,000 American and Canadian cities have been asked to appoint official delegates to the meeting.

In some instances governors and mayors will head their delegations in person. Sixteen thousand road and street contractors and thousands of army, automotive and chemical engineers, agriculturists, editors, bankers, motorists and large users of trucks, as well as officials of boards of trade, chambers of commerce and other organizations interested in road and street improvement, have been invited to attend. The program will cover every vital subject related to highways and their use.

THE MODERN AUTOMOBILE

By George Bergstrom, Instructor Auto-Mechanics, Ogden High School. Written especially for The Standard-Examiner.

THE FINAL DRIVE GROUP

In this most important part of the modern car, we have many different units, and the final drive group usually begins from the transmission. In that the transmission is placed on the rear axle itself, it makes but little difference, and this unit will be discussed in another article.

The final drive group would begin with the universal joints, drive shaft, gear reduction through the drive shaft pinion and ring gear, rear axle housing, axle shafts, differential, torque and torsion rods and other small units such as brakes, wheels, etc.

The drive shaft of the car transmits the power from the transmission to the rear wheels through the medium of the universal joints, which allow the drive shaft to transmit the power at any angle. It is so constructed that, no matter what position the drive shaft is in, the universal joints move to compensate this angle. The continual moving up and down of the rear axle in its work of driving the car, its sideways or its lack of alignment, is taken care of by this joint.

There are two types of universal joints—one is stationary and the other a slip joint. The latter allows a fore and aft movement of the drive shaft. This is done by having one end of the universal joint with square opening and one end of shaft squared to fit it. This end of the shaft is machined to fit the universal joint at each end, not very large in diameter and of solid steel. It is held semi-rigid by a torque arm or tube, which keeps it in alignment with the frame of the car and counteracts the effect of torque caused by the twisting force of the drive shaft.

The final reduction is obtained by the drive shaft.

MILLIONS FOR NEW AUTO ROADS

Indications point to the fact that America is about to undertake the greatest building program the country has ever known. The immediate plans call for railroad improvements, new highways, homes, hotels, hospitals, bridges, sewer and water extensions. The requirements for these exceed ten billion dollars in value.

This vast building program assures prosperity. Raw materials will be required and men employed to build and repair.

One hundred million people are now consuming and wearing out needed articles faster than they are now produced. Production of practically all merchandise has been at reduced volume for three to five months. It is possible we will face a similar shortage to that which came in the spring of 1919.

EXPECT BANNER YEAR FOR AUTOS

Theoretically, America will absorb 1,000,000 new cars in 1921, in replacement alone. This is more cars than were produced in America in 1916. That was the year in which the industry exceeded 1,000,000 units in production. A great many of the replacements will be motor trucks.

There has been a long period now during which the motor truck industry has been slack," says C. D. Peck, of Napoleon Motors company, Traverse City, Mich. "Motor trucks wear out in about six years. The replacement per year is considerably less than many I cannot say, but there have been few replacements in the last six months, and this business, with an addition of many new buyers, will provide a market for trucks within the next year the like of which has never been known."

Trucks that have worn out during the last six months provide a good business in itself, and there will be added the replacements of the coming year.

Trucks have been demonstrated indispensable to business and, with the revival of good times certain to occur when pre-war price levels are reached in all fields, more new business will accrue to the motor truck field than has ever been added in any previous year. Increase of good roads will have much to do with the added demand. Recently a leading publication of America, seeking statistics to show beyond doubt that the automotive industry was sound in every way, found that between 1915 and 1920 2,110,922 motor cars and motor trucks had been eliminated, and that approximately \$73,664 units had been scrapped during 1920. This will indicate the vast volume of business which is constantly being brought about by the wearing out of cars and trucks.



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